

Robert S. Raymond, P.E., in Illinois
10 Saddleback Road
Galena (Territory) IL 61036
June 19, 2003
District Engineer Gregory Monte
Illinois Department of Transportation
519 Dupont Avenue
Attention: Geoff Smith
Dixon, IL 61021

Dear Mr. Monte,

Thank you for my direct copy of the Galena Shadow Pass newsletter. Page 1 announcements of the June 25 and 26 Public Hearings made our Territory Times publication, but (perhaps due to space limits and publisher deadlines) the 4,000 or so members of the Galena Territory Association will not know of IDOT's and the U.S. 20 Advisory Council's preference for the Longfellow Alternative until after the Hearings. I would, therefore, like to address one important change shown on the Newsletter Map which comes as a surprise to many of us - the relocation of the Territory entrance road from a top-in-the ridge location to one below David's Ladder Road, using a wide climb to the present Territory entrance on old U.S. 20 as the "entrance" road.

Attached is a list of 11 advantages that, in my view, will be badly compromised by placing the Territory Freeway exit below David's Ladder Road as the map shows it. As you know, an IDOT delegation attended a Galena Territory Board meeting during the past winter and asked for the Board's position, were IDOT to relocate the interchange to the ridge-top intersection of Longfellow Freeway and old U.S. 20? The Board discussed IDOT's request and stated it's position as "We have no objection to such IDOT consideration". That position was published in the ensuing issue of Territory Times and many of our 4000 associated property owners were relieved at the apparent outcome. We were surprised at the newsletter's notice of reversal without comment, simply by a map entry.

Eagle Ridge Resort has been boosting its off-season (non-golf related) business in recent years with a steady growth in business meetings, seminars, conferences, and conventions. I cannot speak for them, but will copy this for the General Manager's attention. You may want to contact him:

Mr. Michael Scholz, G. Mgr.
Eagle Ridge Inn & Resort
P.O. Box 577
Dix, IL 61021

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Reasons For "Galena Territory Interchange" (Located at Intersection of Old U.S. 20 and Longfellow Freeway)

- 1) Location is about 1/4 mile from Territory Entrance whereas David's Ladder Interchange is adjacent to Vincent Farm (part of Territory) 1 mile down 72 Creek.
- 2) Visitors to Eagle Ridge Resort on Galena Territory will find it easier on maps identifying it as "Galena Territory Exit".
- 3) The short distance from the Freeway Exit to the Territory Entrance is all on essentially-level ridge-top terrain.
- 4) Any Timber Rattlesnake habitat affected can be remedied by "drumming" the snakes toward the similar habitat near the south end of Tapley Woods, where there is already a snake habitat area identified in the DEIS.
- 5) Traffic from Galena and west to the Territory would have the Freeway option (in addition to old U.S. 20) for reaching the Territory in winter ice and snow conditions. This is important to Eagle Ridge Inn staff and customer business in the winter season. No shipping climb.
- 6) Some on departure, the downhill U.S. 20 segment to the west of Territory Entrance is an established "death trap" with fatality history near Glen Hollow Road and Smallpox Creek bridge. Cars or trucks entering from Glen Hollow cannot see oncoming downhill traffic and winter conditions deny both drivers' traction. At such times the Freeway Option could be used.
- 7) Shutting off Glen Hollow Road has been mentioned. This would deprive Territory residents and staff of a good fair weather exit road. New construction projects in the Territory would lose the supply route also.
- 8) If old U.S. 20 were to become the Territory entrance road, maintenance and winter plowing-sanding-salting would require reinforcement of Township work crews and equipment; on state road maintenance would be required at present, nobody seems to know whether the responsibility would fall to Guilford, Elkhart, Wright or E. Galena Township supervisors. That problem requires consideration regardless of Galena Territory Interchange location.
- 9) Old Galena Territory Interchange offering a safe route for entering and leaving the Territory at the ridge-top location via Freeway, the winter (and summer too) dangers and their maintenance of old U.S. 20 would be mitigated.
- 10) The ridge-top interchange location makes sense in that it is the only location where a road can be built from the west-bound traffic into Territory Association.

③

It seems important that a safe, well-maintained access to Eagle Ridge Inn & Resort be available year round in all weather conditions. I shudder to think of the impact among business meeting planners that even the suggestion that an accident-prone access road is being considered. That underlines the reasons why the location of a Freeway Interchange on the ridge leading up to the Territory entrance, at a reasonable distance (3/4 mile may be reasonable) on fairly level terrain above the high ground, should be built - not an interchange that culminates in a high-speed downhill approach from one direction followed by reversal up a mile of 7% Grade access road (old U.S. 20) in all extremes of driving conditions with maintenance responsibility yet undecided between the State and four neighboring townships.

There is also a competitive business point of view. If I were promoting business such as conferences, conventions, seminars and meetings on behalf of the recent heavy investments along the riverfront in Jones, I would feel somewhat relieved as I observe that Territory access may soon become somewhat more complicated, and somewhat more dangerous under some conditions, for my nearest serious competition.

I look forward to meeting you during the Galena Open House Public Hearing. If that proves inconvenient, your written response to these concerns will be appreciated.

Yours very truly,

Robert S. Raymond

CC: M. Scholz - Eagle Ridge
P. Pavlath - Pres. GTA
D. Tauson - Gen. Mgr. GTA
G. Evans - Pres. Freeway Interchange Committee

~~Robert S. Raymond~~

Note: PS to Greg Monte

I fell on "black ice" on March and severely damaged my right Pectoral Cuff. I'm recovering from some tricky surgery, but find myself unable to type more than a couple minutes before my arm and finger tendons tighten up and ache. Please bear with me. I thought the timely delivery of this more important than comatational appearance. Thanks.

Bob Raymond



Illinois Department of Transportation
Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

CITIZENS COMMENTS

July 9, 2003

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIEN & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

Dear Mr. Mounts, P.E.

*1
I am requesting a enlarged copy blow-up showing following are
RE: SECTION BF - WOODBINE
SHEET 5 OF 5
STA 1600+00 TO STA 1700+00
SCALE 1" = 200'

This is the Section of the 4 lane Rt#20 that personally concerns me regarding my farm and future home.

*2 We attended the open-hse. public hearing June: at the Galena Convention Center. After reviewing the presentati maps & displays I leave with a better understanding of the personal impact the new four-lane US Rt#20 will present on parcel of land. I am the owner of the Irvin Dittmar #40: farm located on Scout Camp Rd. Woodbine, IL. I have live stock and poultry in the barns & outbuildings. My Northw pasture along with a North West grain field will significant lost if the planned right-of-way and easements are not

I (Do ☒ Do Not ☐
DESIRE A RESPONSE.
PLEASE SUBMIT WRITTEN
RESPONSE BY:

NAME: Mr. Bunny Brown
ADDRESS: 3599 E. Woodbine St.
Stockton, IL. 61085
PHONE: 815-858-3307

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Attention: Mr. Gregory Mounts

I urge you to work diligently to implement a four-lane highway plan for JoDavies County.

Having been born and raised in the Galena area, I've heard this discussed for half a century. In the meantime I have traveled most the United States and much of Europe on excellent highways-- to the antique, the unique, the common and the rare, the natural and the man-made. Everywhere on earth, there are things special to the people who call that place home, yet even with changes, life goes on.

In an industrialized society there is a need for a SAFE and DIRECT TRANSPORTATION SYSTEM. It does not need to be a German Autobahn, but a Pony Express Trail does not suffice.

The time has come for ACTION.

[Signature]

July 8, 2003

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Telephone 815/284-2271

CITIZENS COMMENTS

Page 2.

FAP 301 (US 20)
SECTION 43-1,-2,-3,-4,-5&177-1
JOB NO. P-92-004-92
JODAVIEN & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

relocated or re-routed. This represents approx. 25% of my prop I beg of you to reconsider the angle of the Wdbine approach and location of the planned bridge to cross-over Scout Camp Rd. Please could you consider locating this crossover at a further north point My farm is old but not unoccupied. I am concerned about the traf noise level, air pollution, built-up bridge crossing, creek pollutio and the permanent ruining of the beautiful natural surroundings c my farm. Again I beg of you, please consider routing the project somewhat farther North West, a farther distance away from my barn and pasture and grain field.

3 I can be contacted at the below address & phone. Please respond to my letter - Request #1, Plea #2 and also include me in any and all future newsletter mailin

Thank you,
Mr. Bunny Brown

I (Do ☒ Do Not ☐
DESIRE A RESPONSE.
PLEASE SUBMIT WRITTEN
RESPONSE BY:

NAME: Mr. Bunny Brown
ADDRESS: 3599 E. Woodbine St.
Stockton, IL. 61085
PHONE: 815-858-3307

Copies of this letter also sent to:
Ross F. Monk - Prog. Devel. Engineer

Daniel H. Angres M.D.
Kathy B. Angres
2821 W. Rawlins Road
Galena, Illinois 60136
July 8, 2003

Dear District Engineer;

We are writing to alert you to a serious failure in the IDOT study of an alternate route to Galena. The proposed Highway 20 alternate down Longhollow Road from Freeport to Galena will be a designated NAFTA trade route to Canada, which greatly increases the truck traffic, lowers the emissions standards thereby increasing by a thousand fold the pollution, noise and traffic volume through Jo Davies County. This will lead to a decrease in quality of life for the residents and tourists, and lower property values.

A halt to the current study must be made to preserve an historical and beautiful part of Illinois.

As an aside, driving from the Chicago area to Indiana or Michigan presents much more of a traffic and safety problem than Route 20. In the fifteen years of traveling to and from Galena every weekend from the Chicago area, we have never experienced problems. Every weekend going to Indiana and Michigan via Route 90/94 has been spent in long traffic jams with much pollution, driver frustration and an increase in the incidence of driving under the influence.

Sincerely;

[Signature]
Daniel H. Angres M.D.

[Signature]
Kathy B. Angres

NO. 100-100000-12	SEARCHED	INDEXED	SERIALIZED	FILED
JUL 14 2003				
FBI - CHICAGO				

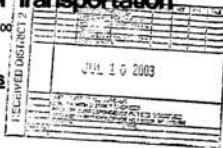
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CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1.2-3.4-5&177-1
JOB NO. P-92-004-92
JODAVIASS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS



All Right of Transportation

*I still believe the best route for the new
4 lane road from Freeport to Galena would be using
as much of the existing route as possible. Why would you
want to build another road parallel to the present U.S.
20 that is so close to the present highway? The
Tennant Hotel owner said that a long time ago
naturally you would lay down the town along the way.
you don't have to take a Robert Leighton to know that.
You would not split new farms. You would already
own a lot of the right-of-way. How about the town
planning and safety of the highway. That also would
have the undisturbed land as it is. Thank you
for letting me say my piece.*

PLEASE PRINT

I (Do ☐ Do Not ☐)
DESIRE A RESPONSE.
PLEASE SUBMIT WRITTEN
RESPONSE BY:

NAME: *Wagon Roadman*
ADDRESS: *620 E. Pioneer Rd*
El. Embury, IL 61028
PHONE: *815/544-7147*

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July 5, 2003

Mr. Gregory L. Mounts, P.E.
Illinois Department of Transportation
Division of Highways-District 2
819 Depot Avenue
Dixon, IL 61021-3546

Dear Mr Mounts:

I attended the June 25 hearing at Highland Community College, which discussed the proposed new four-lane U.S. Route 20, between Galena and Freeport. I understand the need for a new four-lane road, and like many area residents, have some information about our family farm I wish to share with you.

In 1876, my great-great-grandfather Rudolph Stadermann purchased the farm from Dr. Shepherd. The farm has remained in the family since the original purchase, continuing on with my great-grandfather, William Stadermann, to my grandfather Willard and grandmother, Gladys (who I currently live with on the farm) and my father, Thomas. My brother, Stephen and I have always planned on continuing with this family tradition, with the knowledge that full-time farming is no longer a profit making venture.

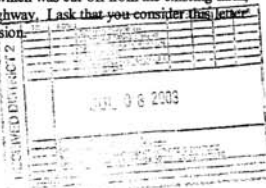
In the fall of 1939, the Transportation Department decided to straighten out the curve on U.S. 20, this plan split-off a portion of the existing farm. My grandparents determined that this portion was not profitable to farm, and gave it to the State of Illinois to be used as a rest area for travelers along the highway (which it currently is). Along with the loss of a portion of farmland, my grandfather had to move the farmhouse and several buildings back from the newly built highway, which financially took him many years to re-pay.

On March 28, 2000, the Illinois Department of Agriculture certified that the farm is now a member of the "Centennial Farm Program," because it has remained in the family for over 100 years. My family is very proud of this fact, since so many family farms have been sold in the last twenty years.

If there is a plan that I would have to support, it is the Northern Route, which is being recommended by the majority of the committees. Of course, this route does not impact our farmland, but I believe that the Stadermann Farm has already been subjected to Highway 20 expansion. Even when the roadway changes of 1939, adversely financially impacted the farm, my grandfather Willard gave that portion of his land, which was cut-off from the existing farm, for use as a rest area for travelers along the U.S.20 Highway. I ask that you consider this fact as part of the official record on the Highway 20 expansion.

Sincerely,

Michael Stadermann
7987 U.S. 20 West, P.O. Box 62
Eleroy, IL 61027



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Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1.2-3.4-5&177-1
JOB NO. P-92-004-92
JODAVIASS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

*With the US Route 20 New four-lane Highway going to be a Freeway,
which means least amount of access for better SAFETY, I would
suggest omitting the Woodbine and Devil's Ladder (Galena Territory)
Interchanges. People wanting to get to Woodbine could use
Stockton or Elizabeth/Rt 84 exits and people wanting to get to
Galena Territory could use the Elizabeth/Rt 84 and/or Galena/
Horse Shoe Mound exits. This could save some funds and some land.
I truly hope the Freeway becomes reality, over just another
lane along current Route 20.
Due to peoples' life style, the transportation of products
by truck, and Highway Safety, the Freeway is the way to go,
using the preferred Alternate "Longhollow ROUTE".*

(I was on the Environmental Work Group with Jim Gitz.)

PLEASE PRINT

I (Do ☐ Do Not ☒)
DESIRE A RESPONSE.
PLEASE SUBMIT WRITTEN
RESPONSE BY:

NAME: *Marcella Arnold*
ADDRESS: *438 South Apple River Rd*
Elizabeth IL 61028
PHONE: *815-858-3392*

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CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1.2-3.4-5&177-1
JOB NO. P-92-004-92
JODAVIASS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

*To whom it may concern
At this time I simply do
oppose the present new proposed
4 Lane in Jo Davies
County.
The impact on the environment
and beautiful land would be
terrible to all whom live and
visit this land*

Danish Junt

PLEASE PRINT

I (Do ☒ Do Not ☐)
DESIRE A RESPONSE.
PLEASE SUBMIT WRITTEN
RESPONSE BY:

NAME: *Pat Lege*
ADDRESS: *216 Berkey St*
Galena IL
PHONE: *815/284-2111*

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JUL 03 2003

CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1, 2, 3, 4, 5&177-1
JOB NO. P-92-004-92
JODAVISS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

During the U.S. 20 presentation held in Freeport last week, a question with an economic basis came to mind. The subject is snow clearing. With the advent of the proposed construction of the four-lane project, the problem of snow-clearing becomes an issue. Does IDOT propose to use existing equipment and crews? If existing crews and equipment are used, this will result in other highways and roads being delayed in being cleared and resulting in overtime pay for the crews. If IDOT decides that additional equipment and personnel are to be needed, who will pay for the costs? In either case, economic costs will rise. The point is that currently, the state, counties and towns in the proposed corridor are all in the same financial boat with either very tight budgets or facing deficit budgets. Please reply.

PLEASE PRINT

NAME: Richard Y. Kort
ADDRESS: 118 E. Iroquois St.
Freeport, Ill. 61032
PHONE: (815) 232-8232

I (Do ☒ Do Not ☐)
DESIRE A RESPONSE.
PLEASE SUBMIT WRITTEN
RESPONSE BY:

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Illinois Department of Transportation

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819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

JUL 03 2003

CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1, 2, 3, 4, 5&177-1
JOB NO. P-92-004-92
JODAVISS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

I would like to see some tax money spent in N.W. IL on a new highway instead of it being spent in Chicago area. We sure need the new super highway to take care of all our heavy traffic in N.W. IL. It would be the gateway for traffic for Iowa and IL. It is time we are thinking about safety and saving lives on such a old highway with all of its curves and hills which makes it very dangerous to travel. I am writing this line from a man of 90 yrs that I lost a eye in an accident that that would not happen on a new highway that trucks have better conditions to travel on. This accident of mine would never have happened on a good highway. So hurry up and give the our super road in Stephenson county.

PLEASE PRINT

NAME: Glenn R. Mapes
ADDRESS: 103 W. Main St. P.O. Box 174
Starkton, IL 61085
PHONE: 815 947 2225

I (Do ☐ Do Not ☒)
DESIRE A RESPONSE.
PLEASE SUBMIT WRITTEN
RESPONSE BY:

137



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Telephone 815/284-2271

CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1, 2, 3, 4, 5&177-1
JOB NO. P-92-004-92
JODAVISS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

Need property
acquisition booklet
and letter describing
our requirements for
handship acquisition.

m. smith - I talked with Geoff Smith at the Public meeting in Galea on 6/20. He explained to us that our property at 11653 RT20W would be a hardship take. The 4 lane on/off Ramp will take our 2 driveways and over 3/4 of our front yard. So we would like to find out our options, as far as the buy out or early buy out. We would like to be kept up to date as this project progresses by mail.

Thanks

Mike & Karen
Kroepfer

PLEASE PRINT

NAME: Mike & Karen Kroepfer
ADDRESS: 11653 RT 20 W
Galea, IL 61030
PHONE: 815 227-1314

I (Do ☒ Do Not ☐)
DESIRE A RESPONSE.
PLEASE SUBMIT WRITTEN
RESPONSE BY:

138, 139



Illinois Department of Transportation

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Telephone 815/284-2271

CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1, 2, 3, 4, 5&177-1
JOB NO. P-92-004-92
JODAVISS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

We support any of the freeway alignments. We truly need a different road to separate farm implements, school buses, etc. from all the tourists & semi trucks. We are located between Bolton Road & Hwy. 73. There are way too many accidents and "close calls" in this area. The volume of traffic is very high. The sooner this end of the freeway is built, the better. If Johnson county wants to drag their feet, OK, but there has never been much contention on the route in Stephenson Co. If a freeway is built, even more semis will use it, increasing the economy in this area, which is in need of a boost. Please give this project top priority.

PLEASE PRINT

NAME: Duane & Linda Simler
ADDRESS: 7016 U.S. 20 W.
Lena, IL 61048
PHONE: 815-232-7344

I (Do ☐ Do Not ☒)
DESIRE A RESPONSE.
PLEASE SUBMIT WRITTEN
RESPONSE BY:

140, 141

District Engineer Gregory L. Mounts
Illinois Department of Transportation
819 Depot Avenue
Attn: Geoff Smith
Dixon, Illinois 61021-3500

June 30, 2003

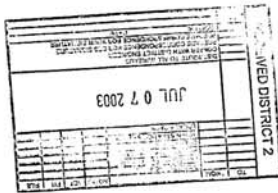
Mr. Smith:
Regarding -

FAP 301 (US 20)
Section 43-1, -3, -4, -5 & 117-1
Job No. P-92-004-92
JoDaviess & Stephenson Counties
Galena to Freeport EIS

I wish to express my opposition to the Northern Illinois US Route 20 Glacier Shadow Pass. I am a tax-paying resident of the area that would be destroyed by the project. My reasons for opposing the project include:

1. The area proposed for use in the project will require destruction of hundreds of acres of prime farmland - a dwindling natural resource that cannot be renewed once claimed for coverage with tons of concrete. The remaining slivers of unpaved farm acreage will be unusable and / or inaccessible by the landowners.
2. The State of Illinois, already facing budgetary crisis, should reconsider the expenditure of the nearly \$15 million *per mile* expected in costs for a project that continues to raise controversy as to its necessity. Throughout the state, monies could be much more effectively utilized in other projects, such as repair of the hundreds of crumbling bridges and other infrastructures on state highways.
3. Many area tax-paying small business owners will face the ruin of their lifestyle. This includes the family farmers who have been instrumental in the conservation of the productivity and natural beauty of the land. Also affected will be the small community businesses that will be bypassed by the proposed freeway. As stated in the June 2003 edition of the "Glacier Shadow Pass Newsletter", the intent of the freeway is to "sufficiently lower projected traffic volumes along portions of existing US Route 20". Small community members recognize the "lower traffic" results in decreased business and income, shrinking the already meager economy in this rural area. We understand that a "bypass" is just that - a means to bypass our communities. Weekenders escaping the city to their western JoDaviess County getaways will not sway from their travel plans. Their time is too precious to waste stopping in an "obscure" town of Stockton or Elizabeth 10 minutes from their destination.

US Route 20 - No Build Alternative - pg 1 of 2



4. Initial freeway proposition studies conducted more than 40 years ago were accurate in their assessment of the dangerous curves in the old US 20. Recent improvements in the existing US 20 between Freeport and Galena have created a greatly improved, safe thoroughfare with enhanced traffic flow. I would suggest review of safety and accident records on the current US 20 as compared to rates on other like highways. I would estimate the safety of the current US 20 is comparable or greater than other state routes.
5. Part of the attraction of JoDaviess County is its rural quietness and geographical beauty. The quaintness of Galena is a popular relief from the hectic lifestyle of the city. One of the consequences of increased traffic access is diminution of the solitude that they seek. Review of Galena local publications express public concern, indicating saturation of the level of business and ability to handle the excessive traffic. A casual observer can experience the frustration of finding parking on any given weekend in Galena. Eventually, this frustration will deter them from coming, as they are encountering the same hectic lifestyle they are trying to escape.

In the previously mentioned newsletter, it also states "the No-Build Alternative remains under consideration". This would be my preference as a resident of this county.

If the completion of the freeway cannot be avoided, it would be my recommendation to utilize the North Simmons Mound Alternative. This would decrease the destruction of prime farm ground and instead utilize the already virtually untillable ground of the Simmons Mound in the creation of the Route 78 interchange. Glacier Shadow Pass proponents express preference to use flat, prime farm ground to avoid construction on the greater than 4% grade of Simmons Mound. The grade of Simmons Mound is inconsequential compared to the hundreds of acres of glacier-cut ravines and canyons that would be encountered between Stockton and Galena.

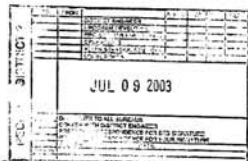
In summary, I seek your support in stopping the Glacier Shadow Pass project. This would eliminate the further waste of financial and human resources. It also will prevent the desolation resulting from the destruction of natural resources if the project were pursued.

Respectfully,

Eugene W. Offenhauer
JoDaviess / Stephenson County Resident

US Route 20 - No Build Alternative - pg 2 of 2

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Geoff
July 7, 2003
216 Valleyview
P.O. Box 82
Orangeville, IL 61060
Mr. Gregory Mounts, P.E.
Illinois Department of Transportation
Division of Highways - District 2
819 Depot Avenue
Dixon, IL 61021-3546

Dear Sir:

I support a no-build policy in regard to the proposed new 4 lane highway between Freeport and Galena.

I have traveled the route (Free - Galena) numerous times in the last 5 years. My daughter attended Iowa College in Dubuque, graduation

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2.
last year, so I had quite a few occasions to travel that highway. With the improvements that have been made in recent years to the highway and considering the terrain of the area, I think the old Highway 20 is adequate.

To create a new Highway 20 would be too much of a duplication to the existing Highway, especially from Free to Stockton. Having two highways would mean there would be much road maintenance would be needed.

The cost of a new highway would be tremendous and would spoil many farms. I don't think we should cater to the trucking industry. You have offered so many routes and alternate routes for a new highway that it is very confusing.

As far as accidents on the old highway are concerned, the State of Illinois should slow down on speeding. Speeding causes many accidents. Now-a-days if you drive the 55 MPH speed limit, nearly every one passes you.

Superhighways do not guarantee that there won't be any car accidents. There have been at least 3 accidents on the new Orangeville by-pass. I understand people should not be allowed to use cell phones while actually driving a car.

I would suggest a continuing program of widening shoulders, lessening curves, etc., to present U.S. 20 for those who don't think the highway is good enough.

Sincerely,

Albert Schneider



NATURAL LAND INSTITUTE
220 South Third Street, Rockford, Illinois 61104
815/964-6666 815/964-6661 (fax) nli@aol.com

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Don Wagner

Mr. Gregory L. Mounts, P.E.
Illinois Dept. of Transportation
Division of Highways—District 2
819 Depot Avenue
Dixon, Illinois 61021-3546

Re: Draft Environmental Impact Statement
U.S. 20—Longhollow Freeway
Galena to Freeport, Illinois

Dear Sir:

The following comments on the Draft Environmental Impact Statement (DEIS) for the construction of a new freeway between Galena and Freeport, Illinois in the U.S. 20 corridor are submitted on behalf of the Natural Land Institute (NLI), one of the oldest private land conservation organizations in Illinois. NLI holds a conservation easement on 27 acres of private land on Horseshoe Mound, a very prominent, driftless area mound with exposures of dolomitic bedrock included on the Illinois Natural Areas Inventory.

All of the proposed freeway and expressway alternatives include a new highway interchange at U.S. 20-84 at the base of Horseshoe Mound. We are concerned that a major highway interchange at this location will induce new development that will detract from the ecological and scenic values of Horseshoe Mound and degrade the quality of the environment of the immediate area around the mound.

We recommend that additional consideration be given to limiting the cumulative and secondary impacts of development induced by the construction of an interchange at this location. In discussing the impact of new interchanges on local land use patterns, the DEIS states:

"The interchanges may have the potential for induced development, although local land use and floodplain ordinances and the control of utility extensions are mechanisms that could serve to promote or control development around or in close proximity to these interchanges." (Page S-6)

and,

"Although the proposed project may influence the timing of planned and programmed developments within the project area and nearby region, it is not expected to result in any unanticipated induced development." (Page S-15)

The likelihood that local officials will control new development near the proposed interchange at U.S. 20-84 is remote. There will be unbearable pressure to develop this area for commercial uses. Local land use plans are easily changed, and utilities will be extended to accommodate new development that will generate retail sales taxes and put few demands on local services. Once sanitary sewers and water are extended to the area, residential development will follow.

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The mission of the Natural Land Institute is to preserve natural lands and biological diversity through a comprehensive program of land protection, stewardship, research, education, and advocacy.

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We recommend that IDOT use stringent access controls along U.S. 20-84 and purchase scenic easements and land around the proposed U.S. 20-84 interchange to prevent induced development on and near Horseshoe Mound. Only a small portion of the mound is currently protected with a conservation easement. Additional land should be protected using Federal and state funds provided for purchase of scenic and conservation easements. In addition, access controls along U.S. 20-84 should be used to restrict unwanted development on and around Horseshoe Mound.

Limiting development around Horseshoe Mound will also reduce noise and air pollution caused by cars and trucks exiting and entering the expressway. These are measures that IDOT can take to reduce the environmental impacts on Horseshoe Mound to avoid or limit cumulative and secondary environmental impacts on the natural area.

We also recommend that IDOT use land purchases and purchase of scenic easements to protect additional land around Tapley Woods Land and Water Reserve. Additional land would provide a buffer to the natural area from air pollution from the proposed highway, and expand habitat for wildlife, especially neotropical birds.

At least ten percent of the cost of the highway construction should be set-aside for the purchase of scenic and conservation easements along the proposed highway corridor in areas like Tapley Woods and Horseshoe Mound. Increased tourism and recreational activities are listed as two of the reasons a new highway is needed. Protection of the scenic and ecological values of the land located along the proposed highway in areas of high scenic quality should be a top priority for the project, and be included as a cost for the project, in addition to taking mitigation measures to limit impacts from the highway itself.

Thank you for the opportunity to submit these comments on the DEIS.

Sincerely,

Jerry Paulson
Jerry Paulson
Executive Director



Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

FAP 301 (US 20)
SECTION 43-1, 2, 3, 4, 5-177-1
JOB NO. P-92-004-92
JODAVNESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

CITIZENS COMMENTS

Located at Sta. 5005+00
North of Elderly Rd.
Emin Township

NEIL HOLMES
5281 N. RINK RD.
LENN, IL 61043
July 12, 2003

1. Do you have a more detailed map of my farm, transfer of some that will be left on either side of the road, please for some to determine? If you do I like to see it.
2. I have a fence that is a new one. When do you think this road will go through? If yes, is yes? Do I go ahead and put a roof on?
3. I have some concerns over the triangle piece I'm going to end up with. The land slopes enough that until I get the road some pointed, the road will end up going up and down the slope, causing erosion. It already washes from the neighbor's field into mine. I'm afraid the right of way to connect the two pieces would hold any road.
4. When you put fence up outside the highway: a) do you own all the rest to build a building or do I pay for 1/2 of it? b) maintenance of fence after built - your responsibility - I left half your right half mine? c) Do fence considered good enough for putting cattle in to it and a separate fence?
5. Loss of trees - compensation for that? replant new ones along road?

I (Do ☒ Do Not ☐)
DESIRE A RESPONSE.
PLEASE SUMMIT WRITTEN
RESPONSE BY:

AS SOON AS POSSIBLE
I would like to start
on road this summer, unless
you can't

PLEASE PRINT
NAME: NEIL HOLMES
ADDRESS: 5281 N. RINK RD.
LENN, IL 61043
PHONE: 815-369-5244

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Illinois Department of Transportation

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819 Depot Avenue / Dixon, Illinois / 61021-3500
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REQUEST FOR INFORMATION CITIZENS COMMENTS

FAP 301 (US 20)
SECTION 43-1, 2, 3, 4, 5-177-1
JOB NO. P-92-004-92
JODAVNESS & STEPHENSON COUNTIES
GALENA TO FREEPORT EIS

7/10/03

We attended the IDOT Public Hearing on Wednesday, June 25, 2003, at Highland Community College.

We found the meeting to be very informative and the staff on hand very cooperative and forthcoming in answering our questions. We greatly appreciate the opportunity to speak with Steve Duncan and wish to thank him again for his attention, assistance, and patient and practical explanations.

We are identified as D.L. & J. Meyer, 509 South Stockton Road on the map that was displayed during the hearing. At that time, we discovered that under the preferred "Longhollow Freeway Alternate with the South Simmons Mound Variation" our home/property is destined for acquisition. At the hearing we asked for a color copy of that portion of your detailed map and the legend (interpreting the colored lines as proposed right-of-way, boundaries, etc) showing our property and the surrounding area just north of Stockton with the proposed 4-lane, interchange, and relocated IL 78. Steve told us a copy of that map/legend was not available at the meeting site but invited us to use this form to request that

* information directly from your office.

Since the meeting we have reviewed the handouts, maps, and booklet that were provided to us. We realize that even with the extraordinary amount of time, effort, and money that has been and continues to be dedicated to Glacier Shadow Pass that the future of the project is still uncertain. Despite the revelation that we may personally be displaced, we are steadfast in our support of the project "for the good of all" and you have our best wishes - and utmost confidence - in progressing onward. That said, we do have the following question:

From the film that was shown at the hearing, we had understood that the project would be accomplished in five stages with the portion of the project that effects our property to be constructed fourth of the five. At that time, we assumed (probably incorrectly) that any land acquisition would proceed in the same manner - in stages - for each stage just prior to its respective bidding/construction. Being fourth of the five stages, we guessed that under the best of circumstances for completion of the project, that it would probably be at least 7-8 years before we would be contacted regarding acquisition of our property. In reading the Project Time Table of your Glacier Shadow Pass booklet, it appears that all land acquisition for the entire project may be included in the Phase II Engineering Process to be completed before actual construction on any stage of the project begins. Is that the case and, if so, just how soon should we be prepared to be contacted regarding displacement/relocation?

Thank you in advance for this additional information.

I (Do ☒ Do Not ☐)
DESIRE A RESPONSE.
PLEASE SUMMIT WRITTEN
RESPONSE BY: 8/1/03

PLEASE PRINT
NAME: DAN & JILL MEYER
ADDRESS: 509 S. STOCKTON RD.
STOCKTON, IL 61085
PHONE: 815-947-9044

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Illinois Department of Transportation

Division of Highways / District 2
819 Depot Avenue / Dixon, Illinois / 61021-3500
Telephone 815/284-2271

CITIZENS COMMENTS

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GALENA TO FREEPORT EIS

6. How do you keep land unless you have different farms. I realize soil types & production plays a role, but what keeps one person from getting more for their land than the next person? Just so nobody gets away more than the next guy.
7. I instead of buying the land you're going to take, would you buy another farm to replace the land lost? How far away or what for value?
8. Do you pay for surveying the land, and if any change is made to the road in the abstract do you pay that too?
9. What can you tell me about maybe moving the house and rebuilding it a new location on farm what it involves.
10. Comments: a) I hope you considered trying to take the present road types out of production - once prime production land is covered up its gone for good. b) I never said anything before, but the house is being used by an artist named Tom Holm, as a studio. So you'll be displacing & disrupting his business as he uses the farm sitting and area to make his paintings & sell for a living.

I (Do ☐ Do Not ☒)
DESIRE A RESPONSE.
PLEASE SUMMIT WRITTEN
RESPONSE BY:

PLEASE PRINT
NAME: _____
ADDRESS: _____
PHONE: _____

District Engr. G.L. Mounts
Illinois Dept of Transportation
819 Depot Ave
Dixon, IL 61021
Attention: Mr. Tom McCormick, Project Coord.

Robert F. Raymond P.E.
10 Saddleback Rd
Galena, IL 61036
July 10, 2003

I have read the newspaper accounts of the Governor's talks at Elizabethtown and noticed that a significant portion of the funds being devoted to U.S. 20 will go toward realizing the Galena Bypass in advance of other requests along the final choice of alignment.

There seems to have developed some reasonable relocation of the one-way "rule" that work could not be commenced on any one segment until funding for the whole alignment was in place. I am happy to see this development.

In my last letter (I believe it went undisturbed) I suggested that many of the problems being voiced about the Longhollow Alignment could be avoided by moving south of the Galena Alignment entrance (along the general track once labeled Upper Territory entrance) for about 2 1/2 miles to that section just south of Tapley Woods where the ridge narrows to about 300, and then cut through to a junction with Longhollow at the Rd. 84 interchange.

If this appears feasible, some engineering might have to be dedicated a bit out of sequence with work on neighboring segments. The elevation of the Freeway "in the cut" bridged by old U.S. 20, is one of the technical features that I hope will be confirmed, that the Freeway will flow through "the cut" and be somewhat obscured by houses as it proceeds eastward, and that the lower base elevation leading up to, through, and eastward from "the cut" will prove beneficial. Traffic seeking scenery would exit onto old U.S. 20 and travel on ridge-top while commercial traffic would travel almost unobstructed through the ridge at the lower Freeway elevation.

If all that happens, as a Professional Engineer from the civil industry, I'll take my hat off to the engineers who design the Tapley Woods Bypass and "the cut" through the ridge. That will make a beautiful presentation for your very truly,

Robert F. Raymond

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